

# Why Does Southern Pacific Publicity Ignore Western Pacific?

**U**NTIL recently the literature issued in behalf of the Southern Pacific's retention of the Central Pacific, in violation of the decision of the Supreme Court of the United States, was silent as to the Western Pacific. Maps issued in support of "A Plain Statement of Facts" show only the Union and Central Pacific railroads. Within the last few weeks the Southern Pacific has admitted the existence of the Western Pacific, but has represented that the Western Pacific is too weak to be regarded seriously as a competitor of the Central Pacific. Such representations are misleading.

## What the Southern Pacific Would Like to Have the Public Believe

"(6) Finally, it must be apparent that the domination of this state and section by one transportation agency, no matter how well intentioned that agency may be, is a dangerous thing and menaces growth by minimizing or completely removing that competition of markets which is essential to development." (Provo Chamber of Commerce resolution, September 29, 1922.)

"The disruption of the existing system of the Southern Pacific Company would afford opportunity for another system to develop a position of monopolistic and predominating strength." (State of Utah's petition of intervention to Interstate Commerce Commission, October 28, 1922.)

"A strong effective transportation agency would be irreparably ruined in order to create a transportation monopoly for Western America. Will this section permit the utter domination of one railroad system?" (Southern Pacific's Bulletin, October 2, 1922. "A plain statement of facts with 3 maps and 9 exhibits.")

"To prevent the domination of this state and the intermountain section by any single transportation agency. ("Five Reasons Why—In the Central Pacific Controversy" issued by Salt Lake City Chamber of Commerce and Commercial Club, November 8, 1922.)

## What the Facts Really Are

The real fact is that the Western Pacific is a standard railroad which does now, and always will, give the Central Pacific formidable competition, no matter who owns the Central Pacific.

During the World War the Western Pacific and Central Pacific were operated as a double track railroad, each line carrying its share of the traffic.

Western Pacific fast freight trains between the Pacific Coast and Utah are scheduled four hours quicker in each direction than the Central Pacific.

The Scenic Limited of the Western Pacific, providing through service between St. Louis and Chicago and San Francisco, is faster mile for mile than the Overland Limited on the Central Pacific.

The Western Pacific has more than one thousand miles of railroad. Its facilities compare favorably with other lines of similar mileage.

The Western Pacific now has an order in for 2,000 new refrigerator cars. The Western Pacific built 500 coal cars in 1917 and 750 more in 1920. These were used in coal and beet service in Idaho and Utah both on and off Western Pacific rails.

**Why should the Southern Pacific ignore such competition and service unless it be that to admit the Western Pacific's existence would spoil the picture of "domination of this state and section by one railroad."?**

**We shall furnish additional information from time to time.**

## Union Pacific System

Salt Lake City

According to the Railway Age, the Western Pacific is making inquiry for 800 seventy-ton gondolas (equal to 1100 fifty-ton cars), and 500 fifty-ton stock cars.

At no point on the Western Pacific's entire line is the grade more than 1%. It has the best grade of any line in western United States.

## Western Pacific's Competitive Activities

According to Western Pacific officials, the Western Pacific—except at times when all roads were issuing embargoes—has never declined a shipment of freight. The Western Pacific has, on various occasions, detoured train loads of fruit for the Santa Fe on account of washouts and other interruptions to traffic on that line.

The Western Pacific has assisted in building up the livestock industry in Nevada, fully 98% of which is competitive with the Central Pacific, and has equipped a liberal supply of stock cars with double decks for both sheep and lamb movement. The Western Pacific makes as good time on stock to eastern markets as the Central Pacific.

The Western Pacific reduced the rate on copper bullion from Garfield to San Francisco, which permitted it to move through the Panama Canal. The Central Pacific never met this rate. (Utah business men have been led to believe that this reduced rate was put in by the Southern Pacific, which is not the case.) The Western Pacific also initiated reduced rates on ore from California and Nevada to Utah Smelters.

The Western Pacific, on its own initiative, reduced coal rates to the Pacific Coast, in an effort to develop a market for thousands of tons of Utah coal in competition with coal from Australia, Manchuria and England.

From January 1st to October 31st, 1922, a period of only ten months, the Union Pacific received from the Western Pacific, at Salt Lake, 8,224 loaded freight cars, and delivered to the Western Pacific 2,649 loads, a total interchange of 10,873 cars. These figures do not include the very substantial business which the Western Pacific interchanges with the D. & R. G. W., at Salt Lake City. The Denver & Rio Grande Western also has been omitted from the Southern Pacific's "Plain Statement of Facts."

Every summer the Western Pacific brings in to Salt Lake City each day 14 or 15 well filled passenger cars. The Scenic Limited between St. Louis and Chicago and San Francisco has observation and dining car service all the way. "At least fifty per cent of our passengers stop off at Salt Lake City," says a passenger official of the Western Pacific.

The foregoing proves conclusively that the Western Pacific is an important competitive element in Utah's transportation structure. No matter who owns the Central Pacific, the Western Pacific competition will continue and increase.

## A Talk With a Utah County Man

Mr. James Armstrong, farmer of Third North Third East Street, Tells Experience.

There is nothing like a talk with

one of our own citizens for giving hope and encouragement to the anxious sufferer from the dread kidney disease. We, therefore, give here an interview with a Utah County man: "My back ached a great deal and I had sharp pains thru my kidneys." "My back was lame and sore and my kidneys caused considerable trouble by acting too freely. The kidney

secretions were highly colored. A box of Doan's Kidney Pills straightened me up in fine shape. Doan's are the most reliable kidney remedy I ever used. When I feel my kidneys need flushing, I use Doan's and a few put me in fine condition." Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that

Mr. Armstrong had. Foster-Milburn Co., Mfrs., Buffalo, N. Y. Adv.

## And the Overhead.

"Are you sure you have shown me all the principal parts of this car?" asked the fair prospective purchaser "Yes, madam, all the main ones," returned the dealer. "Well, then, where is the depreciation?" Tom told me that was one of the biggest things about a car."—American Legion Weekly.

## America and England.

The war of independence was virtually a second English civil war. The ruin of the American cause would have been also the ruin of the constitutional cause in England; and a patriotic Englishman may revere the memory of Patrick Henry and George Washington not less justly than the patriotic American. John Morley, on Burke.

We Print Butterwrappers

There's a Reason. Flora—"I won't marry a man who won't look me straight in the eye when he's talking to me." Dora—"Then you're 'em longer, dearie."—South Post-Intelligencer.

Hindus Invented Bungalow. The word bungalow is an Anglo-Indian version of a Hindi word which primarily means Bengali, or Bengali, and is also applied to detached hut.